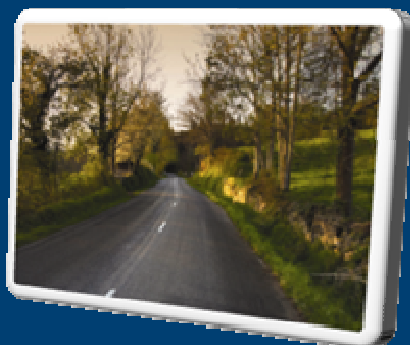




EUROPEAN TYRE & RUBBER
manufacturers' association





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www.etrma.org

Quieter roads transport: the contribution of tyres

European Parliament

Marta Conti, Trade and Parliamentary Advisor



THE VOICE OF THE EUROPEAN TYRE & RUBBER MANUFACTURERS

TYRE CORPORATE members are



MICHELIN

BRIDGESTONE

GOODYEAR DUNLOP
EUROPE

Continental

PIRELLI

Hankook
PERFORMANCE TIRES

COOPER TIRES

nokian
TYRES

apollo **VEDESTEIN**

MARANGONI

Mitas

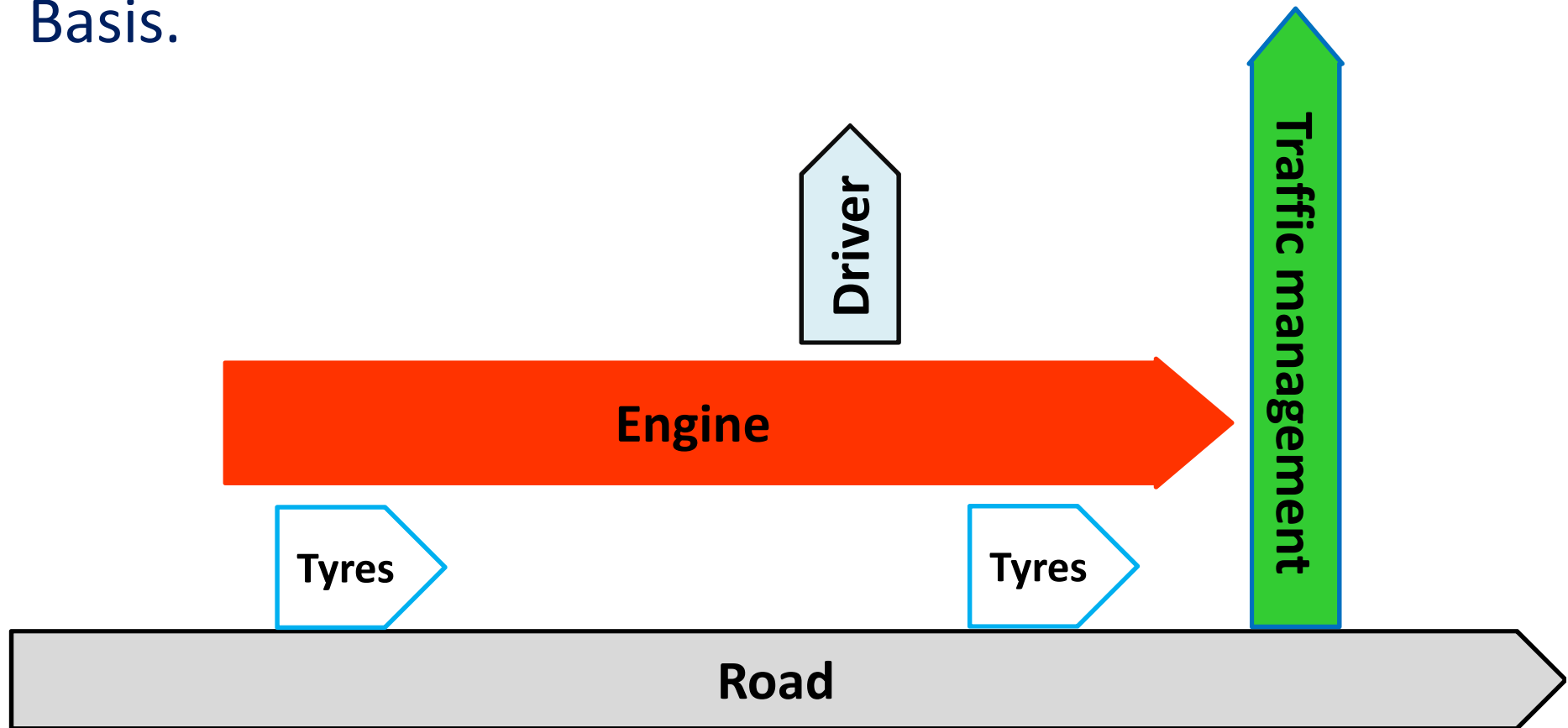
TRELLEBORG

- 12 Tyre Corporate, 91 tyre plants in 21 EU countries, 15 R&D centers.
- EU production = 26% of the world tyres production;
- EU Turnover ~€ 28 bn; 7 out of top 10 world tyre companies are ETRMA members,
- realising 56,7% of the world tyre industry turnover
- EU tyre market = 32% of world tyre market;
- Direct employment in tyre sector 360 000



ROAD NOISE MITIGATION REQUIRES GLOBAL APPROACH

The approach for efficient societal benefit for rolling sound emissions has to be considered on a Global Basis.





FRAMEWORK FOR MANAGING ROAD NOISE

Beyond a number of other existing and draft regulatory provisions relevant to noise from motor vehicles, traffic, and other sources, the following have direct/indirect relation with tyres:

- Directive EC No. 92/23/ECC as amended by Directive 2001/43 establishing noise limits for tyres.
- Regulation EC No. 661/2009 - UN Reg. 117.02 (minimum requirements on tyre noise, wet grip, RR) → Implementation of Noise prescriptions:
 - For New Tyre Types since Nov. 2012;
 - For New Vehicles Types since Nov. 2013;
 - For Existing Tyre Types since Nov. 2016.
- Regulation EC No. 1222/2009 (labelling of tyre noise, wet grip, RR) → Nov. 2012

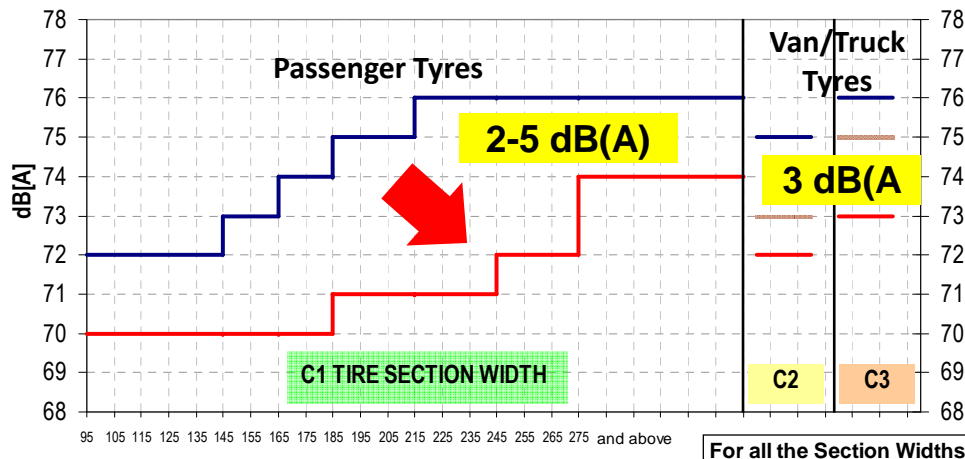


Tyre Rolling Noise requirements evolution:

Current Limits 2001/43/EC				
dBA)	Tire Class	Normal	XL	Special
C1	C1A <= 145	72	73	74
	C1B >145, <=165	73	74	75
	C1C >165; <=185	74	75	76
	C1D >185; <= 215	75	76	77
	C1E >215	76	77	78
C2	C2	75	77	78
C3	C3	76	78	79

New EU requirements				
dBA)	Tire Class	Normal	Snow, XL, Reinforced	Special
C1	C1A <= 185	70	71	no exception
	C1B >185, <=215	71	72	
	C1C >215; <=245	71	72	
	C1D >245; <= 275	72	73	
	C1E >275	74	75	
C2	C2 Normal	72	73	74 (+2)
	C2 Traction (M+S)	73	75 (+2)	75 (+2)
C3	C2 Normal	73	74	75 (+2)
	C2 Traction (M+S)	75	76 (+1)	77 (+2)

Noise limit change from 2001/43 to REG 661



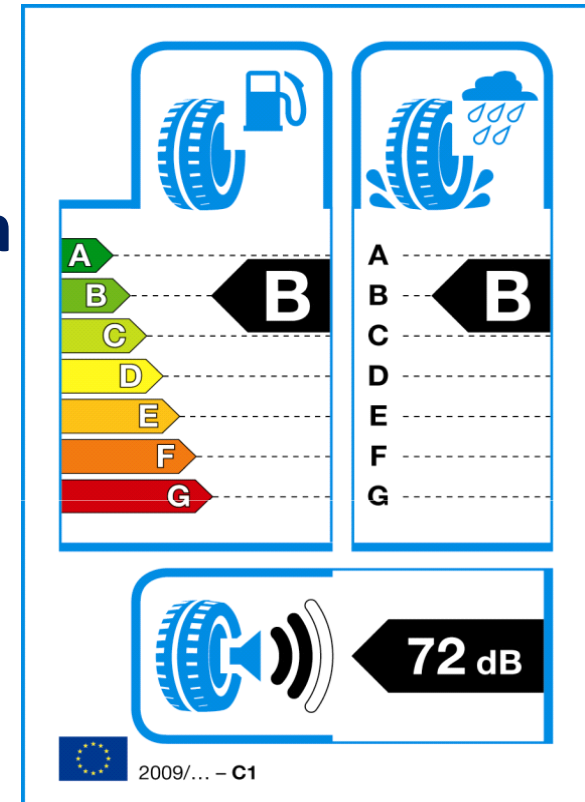
General Safety Regulation 661/2009



The importance of looking at all tyre performances

Both 661/2009 and 1222/2009 have the merit of looking at tyres' performances in a balanced manner:

- **Safety** through wet grip limits;
- **Fuel efficiency** through rolling resistance limits;
- **Sound** through noise limits.



None of these performances should be looked at in isolation as focussing on one aspect will bear consequences on the others.



Regulation on the Sound Level of Motor Vehicles

WHAT THE REGULATION DOES:

“In particular, it complements the previous initiatives that have addressed the issue of noise from roads such as Directive 2001/43 and Regulation 661/2009 covering tyre noise...”

Impact Assessment on the
Regulation on the Sound Level of Motor Vehicles

- Avoid double regulation for tyres
- Wait for the full implementation of 661/2009 to decide which further steps to take on tyre noise
- Focus on market surveillance to make sure that current legislation is applied



Thank you

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